

No. 9215 號八十百二千九第 日一初月六年三十緒光 HONGKONG, THURSDAY, JULY 21st, 1887. 四年禮 號一十二月七英港香 [PRICE \$2. PER MONTH]

SHIPPING.	INTIMATIONS.	BANKS.	NOTICES TO CONSIGNEES.	INSURANCES.	AUCTIONS.	NEW ADVERTISEMENTS.
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## NEW ADVERTISEMENTS.

**A**LL THE UNDERMERCHANT with 12 years experience in the Straits, and 5 years in London, wishes to add to his Business the Agency of all the Goods of the Eastern Empire. To be forwarded, under cover, to P. P. care of this Paper, when further information will be given. 1391

**PUBLIC AUCTION,**

**THE** Undernighd has received instructions to Sell by Public Auction, on

**MONDAY,**

the 25th of July, 1887, at 2 P.M., at his Sales Rooms, Queen's Road.

**AN ASSORTMENT OF**

**JAPANESE WARE,**

Comprising—

SATSUMA; KANGA; IMARI; KIOTO, and TOKIO VASES, JARS, PLATES, BOWLS, INCOFFENSE BURNERS, TEA and COFFEE CUPS, ETC., ETC., ETC. DANIEL L. WARE, Gold & Silver-INLAID BRONZES, KAKEMONOS, EMBROIDERIES, and

EMBROIDERED SCREENS.

TERMS OF SALE—<sup>to</sup> &c. Customary  
J. M. ARMSSTRONG,  
Auctioneer.

Hongkong, 21st July, 1887. [1382]

THE "BEN" LINE OF STEAMERS.

FOR LONDON.

THE British Steamer

"BENGLOE,"  
Captain Farquhar, will be despatched as above  
TO-MORROW, the 22nd instant, at Four p.m.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 20th July, 1887. [1380]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENPRUIN,"  
Captain Norman, will be despatched as above on  
MONDAY, the 25th instant, at Three p.m.  
This steamer has superior accommodation for  
passengers, and carries a Doctor and Stewards.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 20th July, 1887. [1338]

THE "GIBB" LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and taking through  
Cargo for Borneo, Java, ADELPHI, TASMANIA,  
New Zealand, &c.

THE British Steamer

"AFGHAN,"  
Captain Rees, will be despatched as above on  
or about the 25th instant.

The steamer has excellent accommodation for  
First Class Passengers.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Managers.  
Hongkong, 20th July, 1887. [1890  
CHINA NAVIGATION COMPANY.  
LIMITED.  
FOR TIENTSIN.  
The Company's Steamship  
"SWATOW"  
Capt. Warren, will be despatched as above on  
TUESDAY, the 26th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents,  
Hongkong, 21st July, 1887. [1893  
CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR HONGKONG.

**T**HE Company's Steamship

"CHEFOO,"  
Captain Hughes, will be despatched as above  
on **TUESDAY**, the 26th inst.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents,**  
Bangkok 31st July, 1894 11395

**OCEAN STEAMSHIP COMPANY.**

**T**HE Company's Steamship

FOR SHANGHAI VIA AMOY  
(Taking Cargo and Passengers at through rates  
for NINGPO, CHEFOO, NEWCHANG, TIENTSIN,  
HANKOW, and Ports on the YANOTSEK.)

"LAETES,"  
Captain Scala, will be despatched as above on  
**THURSDAY**, the 28th inst.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents,**  
Hongkong 31st July, 1894 11394

**OCEAN STEAMSHIP COMPANY.**

**"ADOLPH."**  
Waterguard, Master, shortly expected here, will  
be in command for the above Port and will have  
a quick despatch.

For Freight, apply to  
**EDUARD SCHELLHASS & Co**  
Hongkong, 21st July, 1887. 1898

**CUTLER, PALMER & Co.**  
ESTABLISHED IN 1815,  
OF LONDON, BOMBAY, CALCUTTA, BOMBAY,  
MADRAS, LARACHE, KARACHIE, &c.  
Agents for the sale of all kinds of China by  
Messrs. JARDINE, MATHESON & Co. ....  
• SIEMSEN & Co. ....  
• LANE, CRAWFORD & Co. & by  
• H. B. STRETTELL & Co. in Japan  
• Subjected to the same as consigned by  
these well known Shippers  
**SPIRITS,**

COGNAC—the popular “4 Star” quality and  
COGNAC—the well-known “3 Star” quality.  
WEISKY SCOTCH, in Heart Shaped bottles,  
a specialty.  
“G. & W. SCOTCH, in Ordinary bottles,  
the “Square” Whisky in round bottles,  
the “Square bottle” Whisky of Napier John-  
ston’s.  
We celebrated “CARLTON”—11 years old,  
“WHISKY IRISH,” the best selected, very fine.  
“WB & CO” Scotch Whisky of excellent  
quality, and are recommended  
WINES.  
“or Invalids use, PORT & SHERRY—Very  
Superior and reliable. Anonoso, MARZA-  
NOSO & PATR DAY Star Brand, distin-  
guished by Blue, Black, and White Sails,  
Charming Wines. *Suit all tastes.*  
“LALART, viz., Mouton, Larose, St. Estephe,  
Mouton in Quarts & Pints. Need no recom-  
mendation.  
For Prices apply to either of the above Firms.

1945  
**KWONG MAN SHING**  
 Dealer in  
 WURUNG OF ALL KINDS,  
 JAPANESE/LACQUERED WARES,  
 CURIOS, &c, &c.  
 PRICES MODERATE.  
 53, QUEEN'S ROAD CENTRAL,  
 Victoria Hotel Buildings.  
 HONGKONG, 1st February 1945

1938  
**HONGKONG PHOTOGRAPHER**  
 Has just added to his COLLECTION  
 VIEWS some NEW SCENES and Photos  
 NATIVE TYPES, copies of which are obtainable  
 his Studio or at Messrs. KELLY & WALSH'S  
 FINEST MINUTARIES of Superior Quality and  
 EXCELLENT HIGH KINE PHOTOGRAPHY  
 ARRANGEMENTS of PHOTOS and Views and  
 reproductions of the same on Paper, Canvas, or  
 INSTANTANEOUS VIEWS, GROUPS and POR-  
 TRAITs are taken in any state of the weather.











INTIMATIONS.

**GUARANTEED** the very best quality of **HOLLAND GENEVEER** or **GIN** in Cases of One Dozen or less, while **Crystal Glass** Bottles, Key Brand, are also available. Also **GENEVEER** in Stone Bottles and **POMERANIAN TITERS**.

**GUNS, RIFLES, REVOLVERS, CARTRIDGES, SHOT, &c., &c.**

The **RISING HOPE SHOT & TOBACCO** from Nello, (Rotterdam).

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FOR SALE.

**FOREIGN POSTAGE STAMPS.**  
Magnificent collection of all Foreign Countries, all picked specimens, to be seen this week at  
**PARACHAND THAWARAS & Co.**  
40, Queen's Road, Hongkong.

**CHAMPAGNE "MONOPOLE"**  
—HEIDRICK & Co.—  
MONOPOLE RED SEAL (medium dry).  
Do. "sec" Red Foil (dry).  
Do. "Gold Foil" (extra dry).  
Do. "Black Foil" (extra dry).  
For Hongkong, China, and Japan.  
Hongkong, 1st July, 1887. [1268]

**FOR SALE.**  
Collection of about 400 UNPUBLISHED  
GENS. Can be seen on application at  
the Office of this Paper.  
Hongkong, 20th February, 1887. [439]

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MAILS EXPECTED.

**THE FRENCH MAIL.**  
The M. M. steamer *Asia*, with the French mail of the 17th June, left Yokohama on the 18th, and may be expected here on or about the 21st instant. This packet brings replies to letters despatched on the 5th May.

**THE AMERICAN MAIL.**  
The O. & O. steamer *Belgic*, with dates from San Francisco to the 28th June, left Yokohama on the 18th, and may be expected here on or about the 21st instant.

**STEAMERS EXPECTED.**  
The P. & O. steamer *Damen* leaves Singapore on the 17th, and may be expected here on or about the 21st instant.

**POST-OFFICE NOTICES.**  
When Correspondence has been misdirected or delayed (both of which are liable to happen occasionally) the fact that the address need not be noted on the cover, sent to the Post Office, and if of any use, the cover may be forwarded to the Postmaster-General. This should be noted on the first time of misdirection; it is a mistake to let such matters pass for ever, and to let the cover which generally gives more trouble in the end.

**LOCAL DELIVERY.**—No delivery is attempted on the coast, but at the Post Office, Abroad, &c., nor at any private house (even those named in the address) when there is a place of business, at which delivery can be effected.

**THE AUTHORIZED LIST of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.**

**A MAIL WILL CLOSE.**  
For Swatow, Singapore, and Bangkok.—For Hongkong, to-day, the 21st, at 10.30 a.m. For Shanghai.—For Canton, to-day, the 21st, at 10.30 a.m.

**FOR Kobe and Yokohama.**—For Swatow, to-day, the 21st, at 10.30 a.m. For Amoy.—For Hongkong, to-morrow, the 22nd, at 11.30 a.m.

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SHIPPING IN HONGKONG HARBOUR.

SHIP.	DATE OF ARRIVAL.	CAPTAIN.	FLAG.	NO.	CONSIGNEE.	DESTINATION.
Albatross	July 19	Marshall	Brit. str.	2948	Adams, Bell & Co.	Amoy
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Albatross	July 19	Marshall	Brit. str.	2948	Adams, Bell & Co.	Amoy
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			In Port on		
Canton					WT
Marao	Afghan	July 5	G. Roy	Brit. str	1438
	Hedge	July 5	T. Hall	Brit. str	277
Canton	Hampshire	July 7	Kernish	Brit. str	1693
	Hankow	July 8	McKenals	Brit. str	2382
Bangkok	Hoge-mara	July 10	Nye	Jap. str	896
	Ki-mara	July 11	Kaya	Jap. str	838
	Lord of the Isles	July 8	Seigate	Brit. str	1680
	Omi-mara	July 8	Swain	Jap. str	1512



# MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, THURSDAY, JULY 21st, 1887.

## THE NEW CUSTOMS TARIFF AND THE NATIVE TRADE OF HONGKONG.

The new tariff applied to the junk trade with Hongkong and Macao, although it has been suspended at the latter port, is still enforced at the stations outside Hongkong. At the last meeting of the Legislative Council the Hon. WONG SHING drew attention to the subject, particularly with reference to the duty imposed on salt fish. Under the tariff appended to the Tenth Twenty salt fish is exempt from duty as an export, but is subject to duty as an import. That tariff applies only to foreign vessels, but we are bound to assume that the Chinese Government will not impose duties on its own vessels in excess of those imposed on foreigners. As a matter of fact junk trading with this port has hitherto enjoyed the benefit of a differential tariff. It follows, therefore, that if salt fish coming into Hongkong is taxed by the Chinese Customs it is a great loss to the principle that Hongkong is a Chinese port at which the Chinese Customs Authorities can impose duties on imports. The tax is clearly indefensible, and its imposition calls for an energetic protest on the part of the Colonial Government. When the Council meets next Friday we shall certainly hear what has been done, as Mr. WONG SHING gave notice at the last meeting of his intention to ask a question. When he mentioned the subject last week the Government was evidently taken by surprise. The Acting Governor said it was the first he had heard of the matter, but that the Council might rest assured that no action prejudicial to the interests of this colony would be allowed. His Excellency also said he hoped all difficulties would disappear when the Foreign Collector had everything in his own hands. Has not the Foreign Collector everything in its own hands at present? This is a question on which a little more information would be welcome. In the memorandum of the basis of agreement arrived at between the British and Chinese Commissioners in pursuance of the Article 7, section 3, of the Chinese Convention, and the Additional Article, it is stipulated (1) "That no duties whatsoever shall be demanded from junks coming to Hongkong from ports in China or proceeding from Hongkong to ports in China over and above the duties paid or payable at the ports of clearance or destination," and (2) that the officer of the Foreign Inspectorate responsible for the management of the Kowloon office shall investigate and settle any complaints made by junks against the Native Customs Revenue Stations or officers in the neighbourhood of Hongkong, and that the Governor of Hongkong shall be entitled to send a Hongkong officer to be present at and assist in the investigation and decision. The new régime came into force on the 1st instant, under the regulations issued by Sir ROBERT HART with the sanction of the Tientsin-Li Yamen. The purpose of these regulations was explained in an article which appeared in our columns on the 5th instant. The regulations provide (1) that native vessels belonging to a treaty port, when clearing for Hongkong or Macao, must pay full export tariff, and her clearance will be cancelled at one of the six stations; (2) that on her return to a treaty port she must report at one of the stations, and on arrival at her destination may full import tariff; (3) that junks belonging to a non-treaty port on reporting at the stations on their voyage to Hongkong pay half tariff duty; and on their return voyage full tariff duty; (4) Hongkong or Macao junks are to pay full tariff duty at the stations on their outward and inward voyages. These regulations must be read in the light of the agreement above referred to, wherein it is stipulated that no duties shall be demanded from junks trading with Hongkong above those payable at the port of entry or clearance. Consequently, when a junk has paid full tariff duty at one of the stations she ought not to be called upon to pay any further duty on arrival at her port of destination, or when she has to pay half tariff duty at the stations, not more than half tariff duty ought to be collected at her port of departure. Nothing can be clearer than this. But the native traders allege that the duties collected at the Customs stations outside the colony are simply additional to and not in substitution of the duties payable elsewhere. Thus a junk leaving Canton for Hongkong has, it is said, to pay duty as before at Canton, and on reporting at one of the stations has to pay an additional duty. The consequence is that the junk trade is crippled, and owners are talking of withdrawing their vessels. In our former article we stated that the cessation of the factitious advantages junks have hitherto been enjoying from a practically preferential tariff would bring corresponding advantages to the owners of steamers. It was not anticipated, however, that prohibitive duties would be levied on native craft, on which the colony is dependent for so large a portion of its distributing trade. The ports to which steamers can ply are few in number; it is by junks alone that in ports can be conveyed to the smaller consuming centres—small, we mean, individually, but very important when considered collectively—and by which produce can be brought to this colony. And even as regards the Treaty ports, to which steamers can ply, it is no desirable that the junk trade should be forcibly strangled. A fair field and no favour is the motto of this free port. It would perhaps have been too much to expect that the transition from the old to the new régime should be accomplished without some friction. It is difficult, also, to say where the responsibility for the present deplorable state of affairs rests. To suppose that the Foreign Collector can

of its own motion have enforced the levy of illegal dues on the food supplies of the colony, as in the case of the salt fish, seems absurd; nevertheless, the fact remains that the Customs stations are now under the supervision of the Foreign Collector. It may be that the fault rests with the authorities at the Chinese ports. But here again, in the case of the Treaty ports, the junks trading with this colony are supposed to be under the regulation of the Foreign Collector. It must not be forgotten, however, that the Commissioners in the Foreign Customs Service are not free agents. The Native Superintendent is their colleague, if not their superior officer, and without his consent they are practically powerless. When foreign vessels are concerned these native officials seldom or never interfere, but it is easy to understand that in a case like the present they would not hesitate under orders possibly from the Provincial Government, to show that their power vis-à-vis the Foreign Customs was more than nominal. The transfer of the Stations in the neighbourhood of Hongkong and Macao from the Native to the Foreign Customs, and the consequent transfer of a large portion of the revenue from the provincial to the Imperial coffers, cannot have failed to be distasteful to the Canton Government. We anticipate, therefore, that it will only be under a very peremptory order from Peking that matters will be placed on an equitable and satisfactory footing.

With reference to the taxation of salt fish by the Chinese Customs Authorities, to which we referred on Saturday, we have been reminded that by the first of the rules appended to the Tariff of 1858 articles not enumerated in the export list, but included in the import list, when exported pay the amount of duty set against them in the import list. Salt fish is included in the import list, and consequently is liable to duty when exported. The dealers allege, however, that no duty has ever been paid on salt fish imported or exported in junks from or to Hongkong. We believe the difference between the Hongkong tariff duty on salt fish and the Foreign tariff duty is small, but the Hoppo would agree, according to the natives, not to have collected any. Probably it was too much trouble, or some stipulation was made with the Government. Strictly speaking, Hongkong would have no legal ground of complaint if the Chinese Authorities charged higher duties on junk-carried goods from non-treaty ports, but it would be regarded as unfriendly, and it is not likely to be done with the consent of the Imperial Government. What has to be guarded against is that a junk having paid proper import duties to China at the Stations should be called upon to pay more on arrival, and that junks which have paid full duties at the port of departure should be required to pay any at the Blackadder Station. There is a difficulty about goods coming from China and going to China through Hongkong or Macao. For example, fish from one outside port pays duty of export and then another duty when it leaves Hongkong. How could it be shown to be the same? When the difficulty arose, however, we learn that the tariff was suspended, and it will be found, no doubt, that there was some good reason for the non-levy by the Hoppo of duty on salt fish exported to Hongkong and reimported into China, or for the abandonment of all duty. It may be that it was due to the fact that the Salt Commissioner levies a tax on all fishing junks, whether they belong to Hongkong or not. The permit is granted to cover the salt they carry. If, however, a tax on salt fish is imposed, it ought to lead to the growth of a large salt fish industry in this colony. Salt costs little here, and the fish could be run in and salted at Shukwan, Stanley, or Aberdeen. But the point to be watched is that exports from Hongkong, when they have paid duties at the stations, shall not be forced again on the mainland at non-treaty ports. The Foreign Inspectorate can be relied upon, of course, but will they have the power to stop illegal levies on the coast? The new arrangement is not agreeable to the Provincial Authorities, and they are still sufficiently independent of the Central Government to throw many difficulties in the way.

## TYPHOON WARNINGS.

Dr. DOBSON, in his weather report the other day, stated that a small typhoon had crossed the China Sea. Information of the approach of the typhoon, or of its existence, would have been of more practical utility than information coming only after its final disappearance. Presumably the data received at the Observatory were not sufficient to enable the Director to issue any earlier notification. Dr. DOBSON, we understand, wishes the Observatory to be placed in direct telegraphic communication with the Chinese Companies' offices in Queen's-road. The Companies are most obliging in allowing the use of the cables to the Observatory, and if a connection was made between the office and the Observatory, the latter could communicate promptly with the meteorological stations in Japan, on the coast of China, in Tongkai, at Cape St. James, the Philippines, and, shortly, with South Cape, Permoles, the Observatory being on friendly terms with all the stations named. The number of stations in the China Coast Meteorological Service is sufficient, but want direct telegraphic communication to increase their accuracy. In fact the Observatory gets more information; it is believed, than any station in the world; the reason why so little of it can be utilized is that there is no direct communication with any of the stations. If there was direct communication with the office in Queen's-road, the Observatory would be able to make inquiries as to the cause when the

telegrams from any of the stations did not arrive or were delayed, and the efficiency of the service would be much improved. The question is simply one of expense, and the colony would probably be unwilling to see any further heavy expenditure incurred on account of the Observatory. The establishment has already far outgrown the idea with which it was started. What was intended was simply to get out a practical meteorologist and supply him with sufficient instruments to enable him to work out storm warnings with an approximation to accuracy. Both at Manila and Shanghai there were observatories worked by the Jesuit Fathers at small cost, which was provided for privately, and what was intended in Hongkong was to establish an observatory of about the same or a slightly higher grade at the public expense. Dr. DOBSON was the Director selected, and the modest ideas of the Government and the community fell far short of the large ideas of that talented gentleman, whose ambition it appears to be to make the Hongkong Observatory the first and the most expensive in the world. Of the value of the work done by Dr. DOBSON there can be no two opinions; in fact his reports are acknowledged and reviewed by all scientific authorities, and the publications of the Observatory with reference to typhoon investigations are more exhaustive than those of any other station. But much of the work done by Dr. DOBSON is work in which the colony is not specially interested and for which it has no desire to pay. As to direct cable communication between the Observatory and the Telegraph Companies' offices in Queen's-road, such communication would doubtless be extremely useful, but the question of expense stands in the way.

At the meeting of the International Meteorological Committee held at Paris two years ago a discussion took place on the question, "How is it possible to ensure the receipt of meteorological telegrams in time to be of use?" and an interesting report on the subject by Captain J. C. DE BRITTO CAPELO, of the Lisbon Observatory, was read. The position taken up by Captain CAPELO was that the meteorological observatories or institutes should be in direct telegraphic communication by means of underground lines. Such a system, he said, was very far from being realized. Nevertheless they ought to try to improve the existing service, although its imperfection was well known. At present meteorological reports are transmitted over lines called international by the telegraphic administrations of neighbouring countries, the reports being classed as service telegrams. Telegraphic reports are classed under three heads—state telegrams, service messages, and private telegrams. The transmission of the telegrams of these three categories takes place in this same order. Captain CAPELO recommended that as a means of diminishing delay meteorological reports should be raised to the first class and treated as state telegrams. The Committee, having heard Captain CAPELO's letter read, adopted a resolution to the effect that the telegraphic service generally worked in a satisfactory manner in most parts of Europe, thanks to the liberality of the Telegraphic Administrations. The method of the elevation of the rank of such telegrams proposed by M. CAPELO appeared to be difficult of realization; but the Committee considered it very desirable that the greatest efforts should be made with the different Telegraphic Administrations to obtain a more rapid transmission of these telegrams generally, especially of the telegrams from the Iberian Peninsula, which often suffered very considerable delays. The Committee, it will be seen, recognized that Captain CAPELO's proposition was impracticable, and we fear that Dr. DOBSON's idea, involving large expenditure, will equally have to be recognized as impracticable, or at least they will have to be carried out very gradually. The ideas are good, from a theoretical point of view, but they involve the question of expense, and at present the colony is not in a position to incur any expenditure that can be avoided. Before leaving the subject, however, we would congratulate Dr. DOBSON on the excellence the Time Ball service has now attained to. About two months ago a new line between the Observatory and Time Ball was set up for the Government by the Eastern Extension Telegraph Company, and since then there has not been a single failure, the Ball dropping regularly every day.

## JUDICIAL BARBARITY IN CHINA.

Among the many serious blot on the administration of justice in China are the frequent use of torture and the fearful barbarity of many of the punishments inflicted. Of late instances in which that most shocking mode of execution called the *ling chi* has been resorted to have been especially numerous and notable. Our Canton correspondent mentions one case which took place on the repulsive Execution Ground in that city only a few days ago. The criminal was a woman, and she had been convicted of the heinous murder of her husband; but however vicious and ferocious she may have been, the infliction of such a horrible and vengeful punishment cannot be justified. In the case of a female criminal Chinese law visits the offence with special severity, and the most cruel death is devised for the murderer if the victim be a lord of creation. There is a wide field in China for the advance of woman's rights—a country where the softer sex appears to have no rights or privileges, and very little liberty. Apart from the brutality with which the law in the Central Kingdom deals with women, and apart from considerations of common humanity, the punishment of the *ling chi* ought to be abolished on the ground that it deprives the public, among whom, if it does not bring a taste for blood, it must at least have a hardening effect, blunting the

finer feelings and lessening the sensibility to suffering in others that so generally characterizes the Chinese lower classes. This want of feeling is largely due to the sickening spectacles too frequently seen in the streets and public places, where offenders against the law are often exposed to a lingering death. Such a case was recorded the other day at Fookow. A lascivious Thakiet priest who had endeavoured to seduce a young married woman, was placed in a cage with a canine round his neck designed to make him stand on his toes only, there to starve to death in unspeakable agony, exposed to the fierce heat of the sun and the jeers of the unfeeling public. It is of course difficult to get up any feeling of compassion for a wretch of this description, and his punishment should certainly be made to fit his crime, but these savage sentences carried out in the name of the Celestial Empire are a code of barbarism more than of a nation boasting a civilization of more than two thousand years. It is hardly to be wondered at that the Chinese people, accustomed to such sights as these, atrociously inflicted in the sacred name of justice, should grow up with blunted sensibilities and narrowed sympathies.

The use of *ling chi* torture is sometimes denounced in memorials to the Throne, and "the question" is not doubt often resorted to for most nefarious purposes by corrupt mandarins. But we are now more concerned with the torture that is admittedly legal, which is a scandal and a disgrace to the ancient Empire. The *N. O. Daily News*, in a recent article, writing on the subject, alleges that wherever foreigners are near a tendency to secrecy in the use of torture in the yamens is shown, and proceeds to relate an incident which goes to support this conjecture. Our contemporary says:—"A friend told us some months ago that it had come to his knowledge that the officials at the native city of one of the open ports were inflicting a great deal of torture on their prisoners, who were unable or unwilling to satisfy their demands, he took measures to have the instruments which were used for this purpose photographed, with the view of having them published. In this way he would have let the world know something of the manner in which Chinese justice, such as it is, is administered. He all but succeeded. A photographer was admitted on some excuse or another into the yamen and was about to photograph the instruments when the suspicion of the attendants was aroused and the artist was hurried out of the room." It is satisfactory, at all events, to find that the mandarins are indisposed to allow foreigners to know what goes on in their courts; it argues some sense of the fact that the practice of torture is not a thing to be proud of; they may even be ashamed of using it. Torture has been practically abolished in Japan, where the Government have recognized that its use is not in harmony with the genius of modern civilization and must be expunged from the code of any nation desirous to be ranked among enlightened powers. In China, it is to be feared, it will be long before any real reform of the system of the administration of justice is attempted. The Chinese official is fully convinced that the mild laws and humane punishments of the Western world are wholly inapplicable to the Celestial Empire, and at present, until the people have been educated to another standard, no doubt he has some colour for his contention. A short term of imprisonment in a comfortable goal with sufficient plain food is no deterrent to the Chinese criminal, who better appreciates what he has been accustomed to dread—the *argumentum baculum*. But while it may be necessary to retain the bamboo as a castigator for thieves and robbers, there is no necessity for the employment of torture in the courts, and there is urgent need for the abolition of those ruthless and infernal punishments above alluded to, which no crime can justify, and which serve to demoralize the minds and vitiate the hearts of the people.

## THE NEW FRANCO-CHINESE COMMERCE TREATY.

M. COMBANS, the French Minister to China, who is about to be succeeded at Peking by M. LEMAITRE, was appointed apparently for the express purpose of negotiating a Commercial Treaty with the Chinese Government in place of that concluded on the 25th April, 1886, by M. COGORDAN. The Peking correspondent of our Shanghai morning contemporary states that it is rumoured there that the new treaty was signed on the 29th June last, and that its terms are satisfactory and honourable to both contracting parties. If this be correct, M. COMBANS has accomplished a most difficult task and deserves commendation. The points on which the Franco-Chinese treaty were important, and M. COMBANS has carried them all he is indebted to be congratulated. Those points included, if we are rightly informed—1. That no Chinese Consuls be appointed in Tongkai; 2. That the Yunnan Authorities should permit the import of salt to that province through Tongkai; 3. That the same Authorities should remove the interdiction on the export of opium from Yunnan to Tongkai; 4. That Yunnan produce, when passed through Tongkai, may be re-imported by sea into China free of import or coast trade duty; and 5. That the frontier trading stations be placed under regulations. The first of these stipulations would require the repeal of Article II. of M. COGORDAN's convention, which gave the Chinese Government the right to appoint Consuls to Hanoi and Haiphong. We doubt very much whether the Peking Government have surrendered this privilege. There must have been some give and take in the negotiations, and we shall be surprised if, in this particular, the concession was not made on the French

side. The Marquis Tseho and the Viceroy of Chihli are alike inclined to insist upon the right of China to despoil her representatives to all countries to which Chinese subjects resort for purposes of trade or employment. The right to export salt from Tongkai into Yunnan would, it was anticipated by French merchants, be of material advantage to them and might develop into a remunerative trade. The removal of the interdiction on the traffic in opium imposed by Article XIV. of the Convention of 1886, if conceded, will likewise tend to promote trade in Tongkai, as will the concession of the exemption of Yunnan produce from further duty after passing through Tongkai. It will be interesting, when the text of the new Commercial Treaty is published, to note the concessions made and see how far the French Minister has been successful in his efforts to revise his predecessor's work. M. COMBANS was not only hampered by the inherent difficulty of getting concessions granted, but he also laboured under the serious disadvantage of serving under ephemeral Governments, the instructions from which might vary, and whose support of him—by reason of their difficulties nearer home—was very half-hearted. The path of the French diplomatist in the East has ceased to be a bed of roses. Not only is he less powerfully backed by his Government, but he finds the Peking Government, strong in a knowledge of their strength, more insensible to bluster and little more amenable to reason. If, therefore, M. COMBANS has gained the larger half of the points which were desired by France, he will have deserved well of his countrymen.

## THE YANGTZE FLOODS.

Early in the summer the river Yangtze was so low that it was at one time doubted whether there would be sufficient water for the ocean steamers to get up to Hankow to load tea. This fear, however, proved to be groundless, for the river rose in time, and apprehensions were returned in a reverse direction and floods were anticipated as probable. This latter foreboding has been only too amply realized. Last advice from Hankow reported heavy rains and a serious rise of the great river. Our Shanghai morning contemporary announces that the Yangtze at Hankow has risen to 45 feet 5 inches above winter low water mark, "and the Settlement and unsubmerged portion of the native town appears as a low island in the midst of a vast inland sea. The water is within a few feet of the top of the wall which shuts off the town from the plain to the north-west, and is covered with refugees and their poultry, yards and pig sties until not another inch is available. At Kiating the whole land is covered and the river now extends in an unbroken sweep to the foot of the Lushan hills some miles to the rear. In short, the river was now inundated its whole valley right up to the mountains, near and distant, and all the riverine towns are more or less under water, and thousands of farm villages along the banks are submerged to the eaves of the houses. The valley being thus filled, the current, except at the outlets and inlets of the different basins into which its course is divided, runs black, but beyond the Hupoh plain the torrent is pouring down from Shzechan at the rate of 7 and 8 knots an hour and the Ichang steamers have to put forth all their power to surmount it." The floods and rice crops are regarded as lost, and much suffering must result from the desolation this will cause. The natives report a heavy loss of life as one consequence of the inundations, but this report is necessarily vague and may turn out to be exaggerated. What is certain, however, is that there will be a check to trade for a time, and a good deal of unrelieved poverty will inevitably follow. A great river is a good servant but a bad master, and the Chinese unfortunately too often find in their rivers masters whose wayward course they are unable to control. This is especially the case with the Hoang Ho, or Yellow River; the Yangtze being less impetuous and capricious than the great northern waterway. In this instance, however, the Yangtze has proved as unreluctant as "China's Sorrow," and quite as destructive. Any attempt to control the action of the river would involve such an enormous outlay that it is improbable the Chinese Government will, spite of all losses, make any sustained effort to improve the navigation or check the overflow of the vast stream which now and again disastrously submerges the great and fertile plain through which it flows, converting prosperity into penury often in one brief day.

## HOW TO PRESERVE HEALTH IN THE TROPICS.

In his report on the health of Hongkong for the half year ended 31st March, 1887, Dr. BEGG calls attention to the rules of health to be observed during the hot season. In cases of sunstroke, he says, it will generally be found that the victim has neglected some necessary precaution, or while taking precautions has exposed himself when not in a fit condition to resist the heat on his vital resources. If a person exposes himself when over-worked or over-worried or after late nights, he increases his chance of a return home "feeling the sun." But, says the doctor, "the more I use of tropical climates the more convinced I am that the vital tone has to be lowered before the sun has much chance against a moderately careful person." To preserve the general health he recommends attention to the diet, adapting it to the season. Thus in the hot weather the diet should be as much as possible of fish and fowl, neither the meat nor drink at this season should be of too stimulating a nature. Most residents will probably agree with Dr. BEGG in advocating exercise for all who are free from organic disease, though

we are aware there are some who oppose all exercise during the summer beyond the customary stroll in the evening. Nor are they without some show of reason on their side. Even at tennis it is easy for a person not of the most robust physique to over-fatigue himself, and over-fatigue in a tropical climate is one of the things to be most especially avoided. No doubt an active life is ordinarily much more healthy than a sedentary one, and those who are condemned to the latter often think they can adjust the balance by exercise after work hours. But between exercise in the ordinary course of duty during the working hours of the day and exercise taken after a long and trying day at one's desk in an oppressive heat there is a vast difference. The only safe guide in such matters is a man's own feeling. If by exercise he feels invigorated and his appetite for dinner improved, then exercise is good; but if it is followed by lassitude and distaste for food it is harmful instead of beneficial. There is a natural disinclination, especially amongst young men, to acknowledge that exercise does not agree with them; as this seems to argue some weakness of constitution, but it is useless, indeed foolhardy, to struggle against the fact when it is demonstrated by undue fatigue. Over-exertion is certainly to be guarded against as much as want of exercise. Before leaving the subject we will quote a few remarks of Dr. BEGG on one form of exercise very much in vogue at this season of the year, namely, swimming after (or before) sundown during the extreme heat. One of the worst cases of sunstroke occurred in a young man who went out for a swim in the evening. Even with caution with convulsions lasted for five days, and though he ultimately recovered yet his mental powers remained markedly affected. When in the water the body is cooled, but the head is congested. At such a time the water is very tempting, and many believe that after going in head first they are insured. It may be so for a simple plunge and short swim, but not, certainly, if the star in the water be prolonged one."

## HONGKONG SANITARY BOARD.

The following extracts from the minutes of the Sanitary Board are published for general information on Saturday's *Star*:—  
Extracts from the minutes of the proceedings of the Sanitary Board at a meeting held in the Board Room on Tuesday, the 26th June, 1887. Present:—The Hon. the Surveyor General (Chairman), the Acting Registrar General, Major W. G. DUMAS, the Hon. A. P. M. Egan, Mr. H. H. McCallum (Secretary).  
The minutes of a meeting held on the 7th June, 1887, were read and confirmed.  
A return of the sunbaths applied for by the owners of buildings in the district of the 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 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must not be forgotten, either, that the same Area entered the port in instances are conclusive as to the fact of the port.